

ADOPTED

BY city council

6 / 19 / 02

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INTRODUCTION



The Las Vegas Medical District, as established by City Council adoption in 1997, is an area of approximately 214 acres. The District is centrally located within the Las Vegas Valley and is generally bounded by Alta Drive to the north, Charleston Boulevard to the south, Martin Luther King Boulevard to the east, and Rancho Drive to the west. Within this District are Valley Hospital, UMC Medical Center, the Clark County Health Center, State Industrial Commission, Clark County Social Services, and other related office and commercial uses. The intent of the Las Vegas Medical District Plan is to provide for future and continued development in this area of an interrelated and cohesive mix of uses in a manner that is safe, orderly, and manageable for pedestrians.

Development processes that have taken place over the last three years have necessitated the review and update of portions of the Plan. New development as well as the conversion of residential properties, has brought to light issues regarding both the usability and effectiveness of the original document. Valley Hospital and University Medical Center have entered into multi-phase expansion and renovation programs. Many former residences have been sold and demolished to make way for hospital expansion. This update is intended to result in a more concise, user-friendly document, which provides clear guidance and a means to achieve specific goals, policies, and objectives. Included in the revisions are updated streetscape requirements and development standards, which are communicated in a manner intended to more effectively accomplish the stated purposes of the District.

APPLICABILITY

The Las Vegas Medical District Plan (LVMD) Update, or the 'Plan', as amended and adopted by City Council on June 19, 2002, shall establish general concepts, goals, objectives and policies, the required and allowable land uses, and minimum development and design standards for the entire District. The Plan shall be one of several Special Area Plans within the adopted City of Las Vegas 2020 Master Plan. Where the Plan is silent or in conflict with the 2020 Master Plan or Title 19A, as both are amended, or Title 18, or the Uniform Building Code, the more restrictive standard promulgated at the time of application shall apply. The Director of Planning and Development, the Planning Commission, and/or the City Council may impose more restrictive standards and conditions of approval upon individual applications as they deem necessary or desirable to fulfill the intent of the LVMD Plan and protect the health, safety, and welfare of the Citizens of Las Vegas.

HISTORY

The area around University Medical Center/Valley Hospital was almost entirely agricultural well into the 1930s. From Martin L. King Boulevard west to Shadow Lane and from Charleston Boulevard north to Bearden Drive (the site of the former SIC building) was a dairy farm operated by George Ullom Sr. during the 1920s. The farm consisted of 80 acres with an artesian well. The south 20 acres was rented to a Japanese tenant farmer. The farm was run by the Ullom family into the early 1930s.



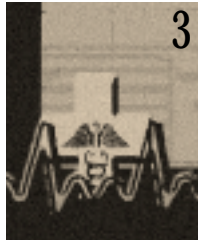
Directly north of the Ullom farm, extending north to Alta Drive, was the Buol Addition which dates back to 1905 but which wasn't developed until much later. Peter Buol, who laid out the addition, became the City's first Mayor after incorporation in 1911. This property is now occupied by the Clark County District Health building which was erected in 1965, with a major addition in 1974. The area between Shadow Lane and Rose Street (extended) on the west, north to Alturas Avenue, was the Clark County Poor Farm dating from the 1920's. A new 11 room building was constructed in 1929 to house handicapped and indigent men as part of the operation of the Clark County Road Department. This facility, sometime in the late 1930s, began to be referred to as the Clark County Hospital. In 1945, a new hospital facility renamed the Clark County General Hospital was built on this site. Around 1952 the facility became the Southern Nevada Memorial Hospital. The hospital is now known as the University Medical Center. By the early 1960's a medical office complex was developing between the alignment of Rose Street and Tonopah Drive. This property had been owned in the late 1920s by Mr. and Mrs. Hicks, who were pioneer residents.

North of the original Clark County Poor Farm and the Hicks property was land owned by a James Filbey, who established a ranch and well site beginning in 1913. This property extended north to Alta Drive and west to Tonopah Drive and includes the area now occupied by Valley Hospital, which was first constructed in 1971, with the latest addition completed in 1993. As late as the early 1950s the property west of Tonopah was mostly desert and Las Vegas Valley Water District property. (This material was researched by Frank Wright of the Nevada State Museum and Historical Society.)

PLAN AREA

Since the construction of the Clark County Hospital (now the University Medical Center) in 1945, the Plan Area has been slowly transitioning from a residential district to a regional scale medical district. It is the current location of two hospitals, University Medical Center and Valley Hospital. The Plan's area additionally includes the Clark County Health District, the State Industrial Commission, Clark County Social Services, several supporting medical facilities and offices, as well as several existing multi-family housing units and single-family residences. This area presents a complex mix

of uses and resulting land use conflicts. In the late 1970s, requests for reclassification of properties from residential to PR (Professional Office and Parking) became more frequent. As a result, the City's Planning Department initiated a study to develop guidelines for the transitioning of properties from residential uses to medical uses. The 1979 Special Activity Center Land Use Plan was the result of that study. That plan evolved into the 1997 Las Vegas Medical District Plan, as adopted.



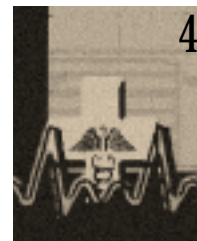
BOUNDARY DESCRIPTION

The LVMD is the area generally bounded by Charleston Boulevard on the south, Rancho Drive on the west, Alta Drive on the north, and Martin L. King Boulevard on the east. It is more particularly described as: Being the Southwest quarter of Section 33, Township 20 South, Range 61 East, Mount Diablo Base and Meridian; and the East half, of the Southeast quarter of Section 32, Township 20 South, Range 61 East, Mount Diablo Base and Meridian; excepting that portion lying South and West of Rancho Lane, in the City of Las Vegas, State of Nevada.

PHOTO 1: LVMD Boundary Area



GOALS, OBJECTIVES, POLICIES



The purpose of this Plan is to create a regional medical district which will provide a complete range of medically-related services. In addition, it is also the intent of the Plan that other compatible and supporting uses be encouraged to be located within this planning area. The following goals, objectives and policies are a summation of what the Plan is intended to achieve.

GOAL 1: Facilitate development of the Plan Area into a regional major medical district.

OBJECTIVE 1.1: Allow and encourage the transition of the former single-family preservation area to medical/commercial use.

POLICY 1.1.1: Permit no single-family construction or reconstruction in the Plan Area.

POLICY 1.1.2: Encourage the assembly of single-family parcels to promote larger-scale development.

POLICY 1.1.3: To protect the existing multi-family parcels through adequate buffering of newly developing non-residential uses.

OBJECTIVE 1.2: Provide a viable pedestrian-scale commercial area within the Plan Area.

POLICY 1.2.1: Provide development standards to allow the development of pedestrian scale retail uses.

The quality of experience that employees, visitors, and residents of the Plan Area have is greatly influenced by the characteristics of the physical form of the District; i.e. the buildings, streets, trees, signs, and street furniture. The objective of the recommendations in this section is to have the physical forms of the Plan Area, as they develop, contribute to a quality, people-oriented environment. Important to this kind of environment is quality design. New development and redevelopment projects should respect existing structures, both architecturally and functionally, and be designed to create pleasing physical and spatial relationships, including the provision of adequate public open space. Development must also encourage an active pedestrian environment. The extensive use of landscaping will enrich the environment with color and green space. Emphasis must be given to the improvement of the streetscapes with street trees, sidewalks, street furniture, human scale light standards, landscaping and other beautification elements.

GOAL 2: Achieve high quality, people-oriented development in the Plan Area.

OBJECTIVE 2.1: Create a sense of continuity and connectedness among the various buildings.

POLICY 2.1.1: Enforce streetscape plans for the Plan Area, including a set of guidelines for physical needs including street trees, street furniture, and sidewalks.

OBJECTIVE 2.2: Provide for open space.

POLICY 2.2.1: Require larger developments to provide plaza (public open space) areas based on the square footage of the building.

OBJECTIVE 2.3: Provide for convenient, safe, and pleasant pedestrian circulation.

POLICY 2.3.1: Provide sidewalks of ample width.

POLICY 2.3.2: Buffer pedestrians from vehicular traffic.

POLICY 2.3.3: Insure proper illumination at the street level.

POLICY 2.3.4: Provide for a variety of street amenities.

POLICY 2.3.5: Create a network of pedestrian paths which connect important Plan Area origins and destinations.

OBJECTIVE 2.4: Achieve design compatibility between new buildings and existing buildings where appropriate.

POLICY 2.4.1: Develop guidelines for architectural design which will address:

- transitions in form and scale, particularly against exterior boundaries
- architectural context of the area

OBJECTIVE 2.5: Provide a central gathering space for the Plan Area in the center of the district.

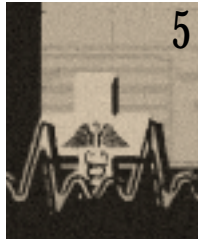
POLICY 2.5.1: Develop central pedestrian plaza guidelines that recommend:

- pedestrian scale buildings
- only transparent window walls at ground level
- awnings, canopies, and interesting facades
- gathering spaces
- rich landscaping
- various amenities such as seating, fountains, sculptures, drinking fountains, decorative lighting, arbors, public telephone, etc.

OBJECTIVE 2.6: Maintain a residential scale along the Alta Drive edge.

POLICY 2.7.1: Provide design guidelines and development standards for properties along the Alta Drive edge that require:

- generous setbacks
- structures that step back to their allowed height
- generous landscaping requirements
- when possible, prohibit driveway access to Alta Drive



The District is of a size that is walkable for pedestrians and with appropriate improvements, could become very pedestrian friendly. The intent is to create a pleasant environment for residents, employees, and visitors to the Plan Area. A good pedestrian environment contains many elements beyond a network of walkable surfaces. Adjacent land uses and development features have a significant impact on the quality of the pedestrian environment. Some types of development, such as surface parking lots and blank walls, reduce the vitality of the street atmosphere. Additionally, pedestrian experiences are enhanced by providing protection from inclement weather and the location of attractive street furniture. Well designed plazas, parks and other public spaces should be inviting, maximize opportunities for pedestrian use, and integrate well with pedestrian circulation patterns.



GOAL 3: Convenient, safe and pleasant pedestrian circulation.

OBJECTIVE 3.1: Improve the sidewalk design standards.

POLICY 3.1.1: Provide sidewalks of ample width to facilitate pedestrian use.

POLICY 3.1.2: Buffer pedestrians from vehicular traffic.

POLICY 3.1.3: Provide a variety of street amenities to ensure quality street level atmosphere.

POLICY 3.1.4: Provide handicapped access in pedestrian areas.

POLICY 3.1.5: Ensure that private parking lots and pedestrian facilities are illuminated with a minimum illumination level of one foot-candle at the ground.

OBJECTIVE 3.2: Encourage the development of pedestrian linkages between facilities.

POLICY 3.2.1: Create a network of pedestrian paths which connect important Plan Area origins and destinations.

POLICY 3.2.2: Provide identification, signage, and lighting system for the pedestrian network that offers interest, safety, vitality and diversity to the pedestrian.

GOAL 4: Maintain the balance of land uses within the Plan Area in order to protect the existing character of the residential neighborhoods while preserving the integrity of the commercial areas.

OBJECTIVE 4.1: Develop a land use plan to encourage further appropriate development of the Las Vegas Medical District as a major medical district.

POLICY 4.1.1: Upon adoption, the Las Vegas Medical District Land Use Plan, Map 1, will be a Special Area Plan within the City's 2020 Master Plan.

POLICY 4.1.2: The following shall be names and descriptions of each sub-district (see Map 1):

- **Major Medical (MD2)**
The Major Medical category is intended to allow the most intense development within the LVMD. It is designed to allow major medical uses and office uses. The minimum allowable site shall be one acre to encourage larger scale development.
- **Medical Support (MD1)**
The Medical Support category is intended to allow less intense development within the LVMD. It is designed to allow medical, medically-related, office, and professional uses.
- **Professional Office (PO)**
The Professional Office category is intended to allow the conversion of existing single family residential structures to low intensity commercial uses and administrative and professional offices. However, the assemblage of more than one lot and the demolition of the existing structures to construct a new structure is also encouraged.
- **Service Commercial (SC)**
This category is intended to allow low to medium density retail, office, or other commercial uses that serve primarily local area patrons, and that do not include more intense general commercial characteristics.
- **High Density Residential (HD)**
This category is intended to allow the development of a variety of multi-family units such as multi-family plexes, townhouses, and high density apartments. This category is comparable to the R-4 zoning category.

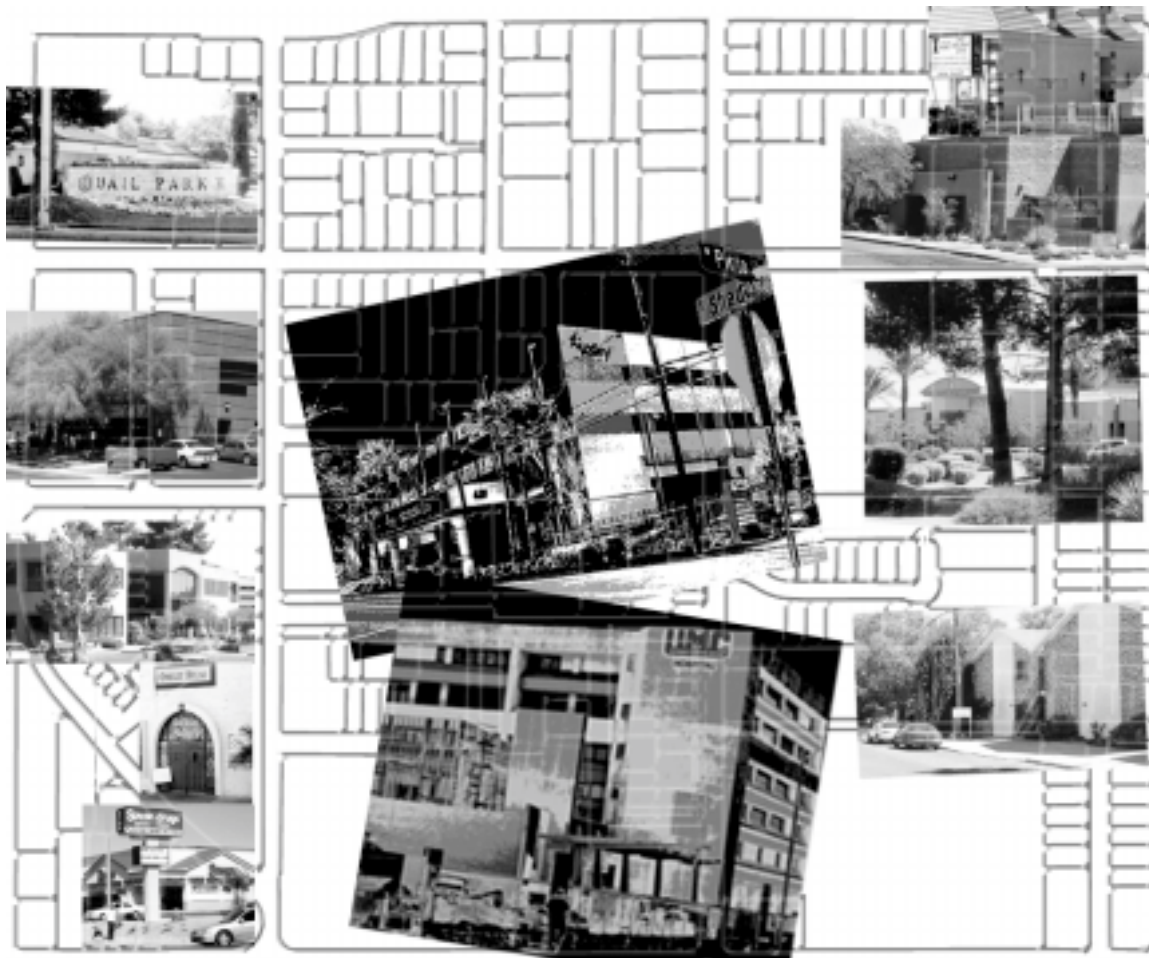


LAND USE DESIGNATIONS

All permitted uses in the Plan Area shall be in accordance with Table 1, pursuant to the land use designations as defined in Policy 4.1.2. The purpose of this section is to outline which uses are permitted in each land use designation of the Plan Area. Each of the following land use designations are located on the LVMD Land Use Plan Map (Map 1). Any use not specifically listed shall be deemed to be prohibited unless approved upon appeal to the Director of Planning and Development.



PHOTO 2: Uses Within the LVMD Area



Las Vegas Medical District Land Use Plan

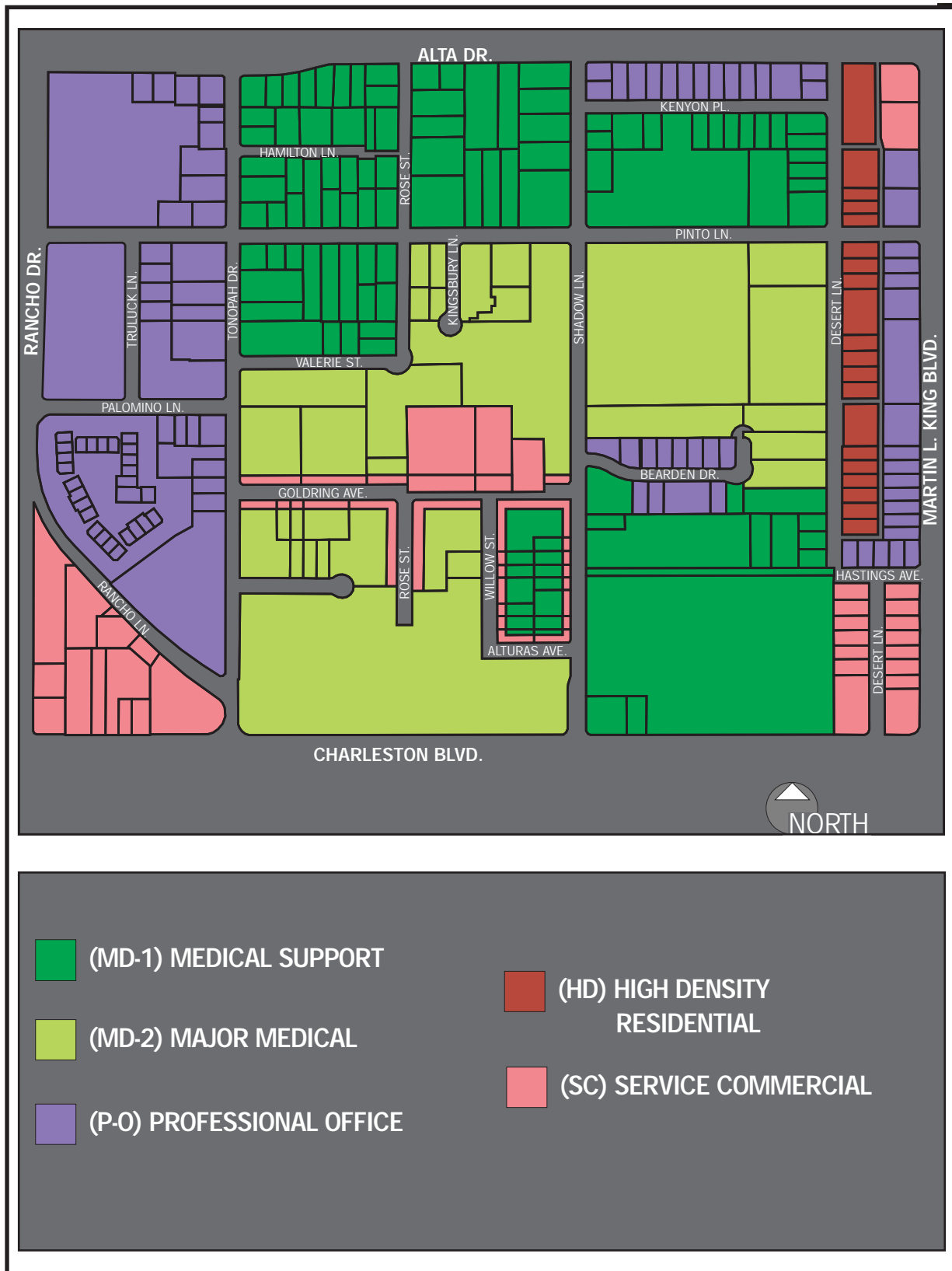


TABLE 1

LVMD Permitted Uses

	MD1	MD2	PO	SC	HD
Age Restricted Housing	P	P	X	C	P
Apartments/Condominiums	C	X	C	C	P
Assisted Living/Convalescent Care Facility	P	X	X	X	P
Billboards	X	X	X	X	X
Cellular Communication Facilities	C	C	C	C	C
Child Day Care Service	C	C	S	S	X
College/University	P	P	X	X	X
Eating Establishment (no alcohol)	C	C	X	P	X
General Personal Service	C	C	X	P	C
General Retail	C	C	X	P	C
Heliports	X	S	X	X	X
Health Care Offices/Clinics /Practitioners	P	P	P	P	X
Hospitals/In-patient facilities	X	P	X	X	X
Liquor Sales (Off Premises)	X	X	X	S	X
Office, other than listed	P	X	P	P	X
Medical/Dental Labs; Dialysis, Home Health Care	C	C	X	X	X
Mounted Antennas - 15' or less	C	C	X	C	X
- Greater than 15'	X	X	X	X	X
Insurance/Bank Savings & Loan	C	C	X	P	X
Parks, Parking Facilities, Government Facilities	P	P	P	P	P
Pharmacy (medically related retail only)	C	C	C	P	X
Single-Family Residential	X	X	X	X	X
Social Services	S	S	X	S	X
Supper Club/Restaurant w/Service Bar	X	X	X	S	X

P - Use permitted by right, but subject to review and conditions

X - Use prohibited

C - Use permitted conditionally, subject to meeting additional standards and administrative development review

S - Special Use Permit required, subject to public hearing and requirements listed in Title 19A

** In the MD-1 or MD-2 district, a Supper Club or Restaurant w/ Service Bar will only be permitted when incorporated into a larger office or apartment/condominium development.*



CONDITIONS FOR SPECIFIC USES

The following are minimum conditions that must be applied for each listed use as identified in Table 1. The Director of the Planning and Development Department, the Planning Commission, or the City Council may require additional conditions as necessary.

Age Restricted Housing

Must have a minimum lot size of three acres if residential use only. Permitted on second or successive floor as part of mixed-use development.

Apartments / Condominiums

Must have a minimum lot size of three acres if residential use only. Permitted on second or successive floor as part of mixed-use development.

Cellular Communication Facilities

Cellular Communication Facilities are permitted only if incorporated into another structure and shall be of a stealth design such that they are not readily discernable. Towers are prohibited.

Child Day Care Services

If licensed for more than 12 children, the following conditions shall apply:

- The site shall be designed so that all discharging or loading of passengers from a vehicle is accomplished within the site. The layout of driveways, circulation patterns and parking shall be approved by the City Traffic Engineer prior to the issuance of any building permits.
- Where structures or play areas have current existing residential adjacency (per Title 19A, as amended):
 - An eight-foot (8') high block wall shall be installed along the common property line, with an additional buffer of evergreen trees along the play area. The trees shall be a minimum of twenty-four (24) inch box and shall be installed at a maximum of twenty (20) feet on-center, and shall be a variety that will grow together to form a visual screen.
 - The building entrance and access shall be oriented away from residential uses on local streets.
 - Outdoor play shall be limited to daylight hours.
 - Outdoor lighting shall be designed so as not to shine directly onto any abutting residential property.
- The use is subject to the child care regulations and standards of the City's Department of Finance and Business Services.



Eating Establishment (no alcohol)

- Drive-through facilities are not permitted.
- Permitted as an accessory use on the first floor of an office or apartment/condominium building.

General Personal Service

Permitted as an accessory use on the first floor of an office or apartment/condominium building.

General Retail Store

Permitted as an accessory use on the first floor of an office or apartment/condominium building.

Insurance/Bank/Savings & Loan

Permitted as an accessory use on the first floor of an office or apartment/condominium building.

Liquor Sales

- Separation requirements per Title 19A.04

Medical/Dental Labs; Home Health Care Services; Dialysis Center

- No outside storage, including temporary, is permitted.
- All work must be performed in a completely enclosed building.
- There shall be no smoke, dust, or foreign matter emitted.
- This use may include manufacturing of prosthetics or similar devices.

Mounted Antennas - 15' or less

Permitted only on buildings of two stories in height or greater and located so as not to be visible from street level.

Pharmacy

- Permitted as an ancillary use on first floor of office building.
- Non-prescription retail sales shall be limited to medical related sundry items.
- The sale of cigarettes, alcohol, prepared food and other non-medical items shall be prohibited.



URBAN DESIGN STANDARDS

13

Urban design is that part of the planning process that deals with the management of the physical design and development of the City. It extends beyond beautification (trees, lighting, signs, and street furniture) to the physical and spatial design of the environment. The urban design realm extends from the exterior of the individual building's form and massing outward to the spaces between the buildings, and buildings relationships to streets, sidewalks, and public open spaces.

ARCHITECTURAL DESIGN PRINCIPLES

INTRODUCTION

New development shall relate to the surrounding environment in regard to scale, mass, proportion, materials and color. A strong visual relationship between the building, the site, and adjacent development is vital for overall design compatibility in the Plan Area. The exterior appearance of a building shall complement the character of development within the surrounding area. High standards of construction and quality materials shall be incorporated into each new development.

PHOTO 3: The medical district encourages the development of new two-story office buildings on the sites of former single-family homes. Street trees at back of curb will form a canopy with trees in the landscape area.



GENERAL STANDARDS

ARCHITECTURAL FORM

Architectural standards shall be applied equally throughout the development. Emphasis should be placed on creating an interesting visual impression, particularly from the street and adjacent developments. The use of different textures, complementary colors, shadows, detailing, and contrasting shapes to create an attractive facade is strongly encouraged. The use of single colors and/or blank walls is discouraged. All proposed buildings or structures shall be sensitive to the existing character of the Plan Area. Standards to ensure proper architectural form include the following:

1. The proportional relationship between buildings, open space, and building setbacks shall be maintained.
2. Buildings shall create a continuity of street spaces by locating a maximum amount of their front elevation on the setback line. Buildings should also be placed parallel to the street.
3. The color, height, materials, and facade treatment of the new development shall not dramatically contrast with the predominant style of adjacent buildings.
4. The scale of the building(s) shall not overpower neighboring buildings. Through the use of variations in building height, roof line, and grade definition, the perceived height of the building or project can be effectively reduced.
5. Particular attention shall be given to development which is adjacent to or faces residential development. Sensitivity to residential scale is essential.
6. Buildings shall achieve a human scale and interest.
7. Monotony of design in single or multiple building projects should be avoided.

EXTERIOR MATERIALS

Materials shall have good architectural character and be of a quality that is sufficiently durable to guarantee low maintenance, stability, and a reasonable life span (e.g. stucco, tile, concrete, stone, brick, steel and glass). Materials shall also be selected for suitability to the type of building and design in which they are used.

PARKING STRUCTURES

Exterior walls of all parking structures shall be designed as part of the architectural form of the main building or surrounding buildings. (The intent is to minimize a garage appearance through designs that conform to the accompanying development's general architectural features.)

Above-grade parking structures shall be set back from streets a minimum of ten feet in addition to the required setback, except where desirable ground floor uses such as restaurants, retail and commercial facilities are incorporated into the first floor of the structure facing the street. The additional ten foot required setback shall have



sufficient landscaping to screen the structure at the pedestrian level, thus providing a visual amenity.

MECHANICAL EQUIPMENT

Rooftop Mechanical Equipment: Rooftop mechanical equipment shall be screened from public view by the use of architecturally compatible materials.

Ground Level Mechanical Service Equipment: Landscaping, walls, fencing or other design treatments compatible with the finishes of the principal structure shall be used to screen from public view, service areas, mechanical equipment, air-conditioning equipment, and utility boxes and meters.



BUILDING SERVICE AREAS

Building service and loading areas shall be conveniently located and accessible for normal service and maintenance needs. Service and loading areas shall incorporate appropriate techniques for visual and noise buffering from adjacent uses and screened from the street.

HAZARDOUS GLARES/REFLECTIONS

Highly reflective surfaces that create hazardous glares, such as mirrored glass with greater than 22% reflectivity, are prohibited.

PHASED DEVELOPMENT

Each phase of a phased development project shall attain an appearance of completeness and shall include landscaping, parking and off-site improvements.

ALTA SPECIAL EDGE DESIGN TREATMENT

The design of the buildings along the south side of Alta Drive where single-family residences remain to the north (northern boundary of the LVMD) shall be sensitive to those residences (see figure 4). Buildings shall step back to the allowed height. Driveway access to Alta is strongly discouraged, and off-street parking will not be allowed to front Alta Drive.

STREETSCAPE DESIGN

The appearance of the public right-of-way substantially determines the visual identity and character of an area. Streets, though primarily designed to facilitate circulation, project an image and it is the streetscape which often creates the first impressions of an area. The objective of the Streetscape Design Guidelines in this section is to create a dominant visual theme for all the major streets in the LVMD while providing safe and efficient vehicular movement as well as a safe and pleasant pedestrian environment. Additionally, it is the streetscape that offers the potential to be the unifying element for the entire District. Standard Streetscape Sections are incorporated within this plan, and shall be binding upon all applicants.



PHOTO 4: Alternate desired location of street trees when back of curb is not available.



GUIDELINES

STREET TREES

Trees shall be planted in a formal and uniform manner and shall be located on the street side near the curb where feasible, otherwise at the back of sidewalk (Figures 2, 3, 4 and 5 depict typical cross-sections). The spacing of trees will depend on species and tree growth characteristics but should be spaced at a maximum of 30 feet on center. Trees shall be spaced alternately on each side of the street and shall be spaced at regular intervals without regard to property lines to give the street a well balanced appearance. Tree grates shall be provided for every street tree located in a public sidewalk. The tree grates shall be four-foot (4') square and A.D.A. compliant. The required design shall be model number R-8706-1A 180 Degree Square as provided by the Neenah Foundry or its equivalent (Figure 1). The provision of tree grates will serve not only to protect young landscaping but also to provide for the harmonious and cohesive organization of streetscapes. At all driveway and street intersections, trees shall not be planted within the sight visibility restriction zones (SVRZ's) as determined by the City Traffic Engineer or his designee.

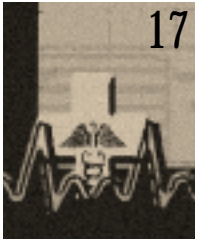


FIGURE 1

Half plan and section of required tree grate

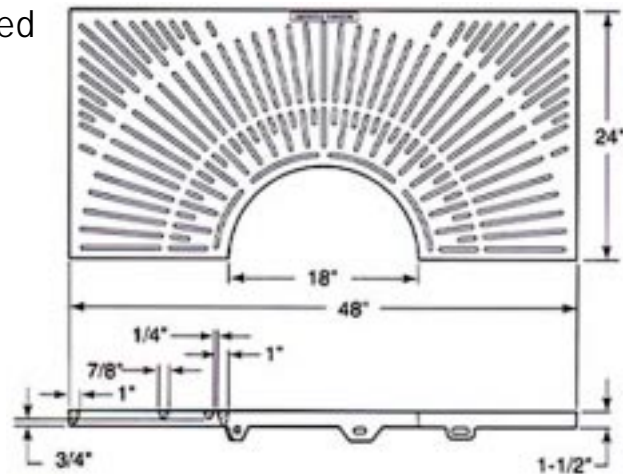


FIGURE 2

Typical Shadow Lane 60' R-O-W (Type A Streetscape as shown on Map 2)

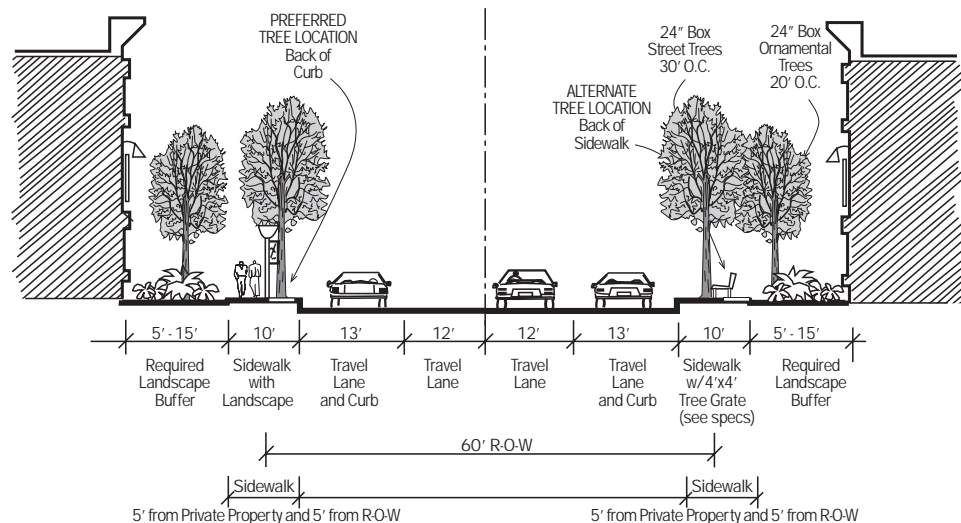


FIGURE 3

Typical Street Section for 50' or 60' R-O-W (Type B Streetscape as shown on Map 2)

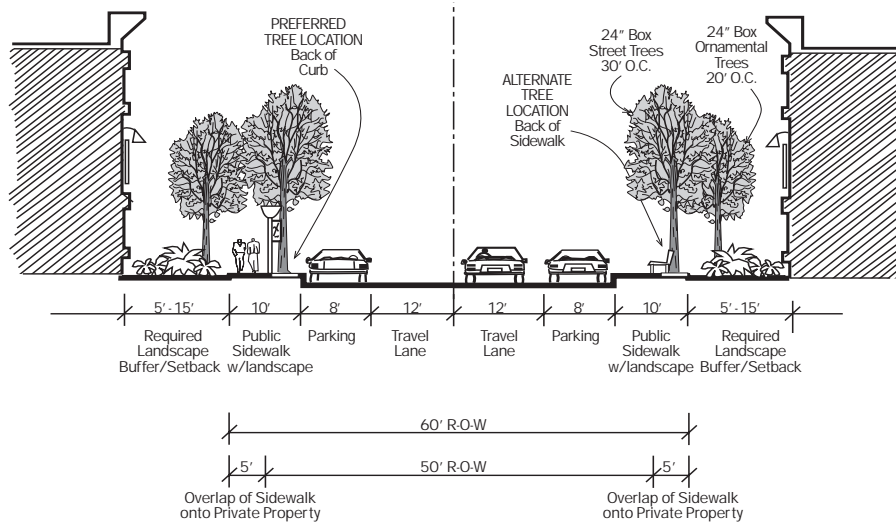


FIGURE 4

Typical Perimeter Arterial Streetscape (Type C Streetscape as shown on Map 2)

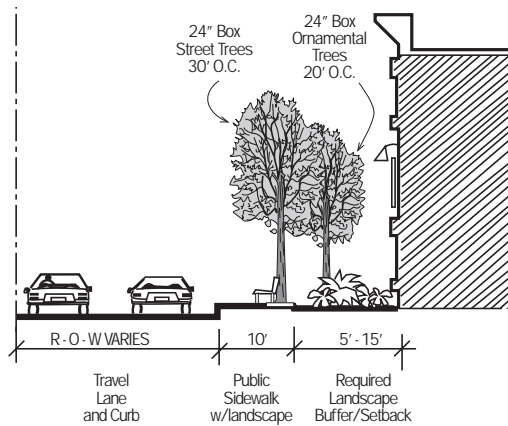
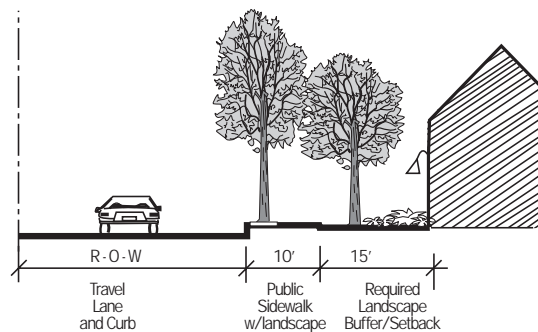
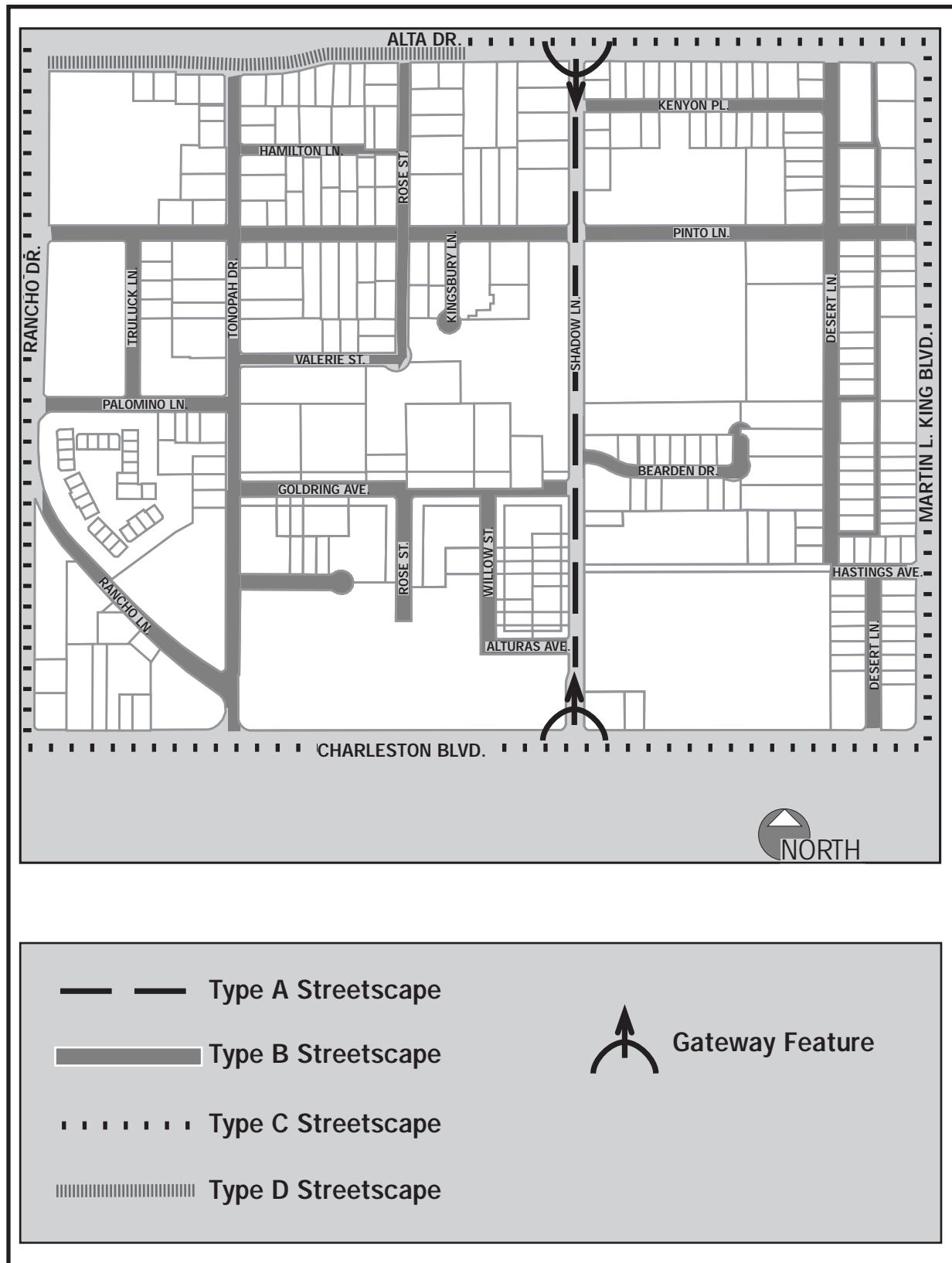


FIGURE 5

Alta Special Edge Treatment (Type D Streetscape as shown on Map 2)



Streetscape and Open Spaces



SIDEWALKS

Sidewalks in the public right-of-way shall conform to the standards of the applicable approved Streetscape Plan. The paving systems used on private plazas and walkways that are not in the public right-of-way may be different in color, material and texture from standard sidewalks but shall be compatible in pattern and scale to provide the appropriate transition.

PHOTO 5: Existing 5' sidewalk transitioning to 10' sidewalk.



STREET FURNITURE

The emphasis in street furnishings is simplicity and the avoidance of clutter. As projects are implemented, the objective will be to coordinate the design of individual development sites in such a way that supports and enhances streetscapes. Appropriate street furniture within the street right-of-way includes trash receptacles, street signs, tree guards and grates, street lighting, bollards, kiosks, and bus shelters, and shall be required as part of streetscape improvements.

GATEWAY FEATURE

The gateway feature consisting of landscape and signage areas, will announce the LVMD to the motorist and pedestrian while providing identity to the medical district. The locations of gateway features are noted on Map 2 Streetscape Map, and shall be required as part of new development in those areas.

STREET LIGHTING

Street lighting meeting City standards shall be used as required by the Department of Public Works. Poles will be located within the Street Tree and Furniture Area and will be designed to work with the street tree spacing. If a special paving design is used, pole location shall be integrated with the paving design if possible.

UTILITIES

All utilities serving new development shall be underground. It is recommended that above ground utility appurtenances visible from public streets be screened.

ADDITIONAL REQUIREMENTS

Bus turnouts will be required, whenever possible, on Shadow Lane and the Perimeter Arterial streetscapes.

When required by the Traffic Engineering division, the on-street parking, indicated on the Typical Street Section, may be eliminated to provide for additional lanes.



PHOTO 6: Widened sidewalks and shade trees encourage pedestrian activities.



OPEN SPACE

PEDESTRIAN OPEN SPACES AND PLAZAS

Public open space, or plazas for public gathering, is required for all new medical and office developments of 10,000 square feet or greater. These spaces shall provide seating and should be easily observed and accessible from the street and/or pedestrian circulation areas. When determining the open space for mixed-use buildings, only the gross floor areas of the office uses will be considered.

Outdoor pedestrian open spaces and plazas provide shade, opportunities for rest and relief from traffic and noise as well as areas for additional outdoor activities such as vending and dining. Commercial developments shall provide pedestrian open spaces and plazas in relation to the size of the development and must include designs for such areas in the site plan. Such areas shall be provided according to the following guidelines: (See Figures 6 & 7)

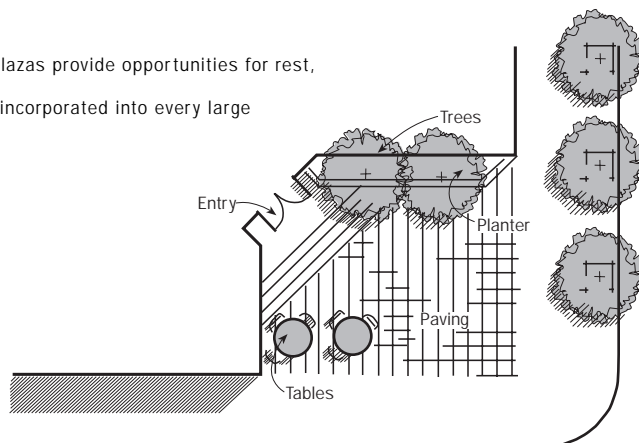
1. Developments shall provide one square foot of plaza per 50 square feet of gross floor area for buildings of 10,000 square feet to 50,000 square feet. For larger buildings, an additional one square foot of open space shall be required for each additional 500 square feet of floor area. For parking garages, open space shall be provided at the rate of one square foot per stall.
 - Such plaza spaces shall be in addition to any such spaces provided by individual tenants or businesses for the use of their customers.



FIGURE 6

Plazas and Open Spaces

Pedestrian open spaces and plazas provide opportunities for rest, relief and shade and must be incorporated into every large commercial project.

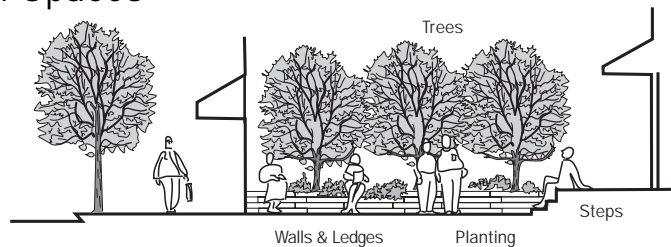


2. Pedestrian open spaces and plazas shall be integral to the overall design of the proposed development and shall be located in areas of high pedestrian traffic in such a manner to be convenient and readily accessible. Such spaces shall remain open to the public and accessible during normal hours of operation.
3. Maintenance of these open spaces will be the responsibility of the property owner.

FIGURE 7

Successful Pedestrian Open Spaces

A combination of various elements makes for a successful pedestrian open space.

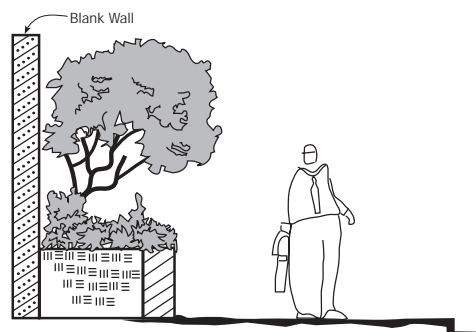


4. Site amenities, including but not limited to benches, pergolas, landscaped arbors, artwork and water features shall be incorporated into the design of each pedestrian open space/plaza.
5. Regardless of the size of new development, the minimum size for any individual pedestrian open space shall be two-hundred and fifty (250) square feet.
6. Any pedestrian open space/plaza that abuts a blank wall shall include a minimum five-foot deep (fifteen foot preferred) landscaped area next to the wall to soften and screen the wall and increase pedestrian comfort and interest. (See Figure 8)
 - a. For the above purpose, shrubs and bushes shall reach a minimum height at maturity of five (5) feet.
 - b. If such landscaping is installed within a raised planter the height of the planter shall not exceed 2'6" in height, and the height of the planter may be included in measuring the minimum height of the required landscaping. Applicants are strongly encouraged to design the outside wall of the planter in such a manner that it might also be used for seating (eighteen (18) inches preferred).

FIGURE 8

Blank Walls Abutting Pedestrian Open Spaces

Blank walls that abut pedestrian open spaces must be softened through the use of various landscaping elements such as raised planter beds and trellises.



- c. In all cases, the combined height of any landscaping and/or planters shall not interfere with Sight Visibility Restriction Zones as required by the City Traffic Engineer.

STREET ACCESSIBILITY

1. Plazas should be visible from and accessible to the street and no more than three (3) feet above or below the level of the adjoining right-of-way.
2. Walls higher than three (3) feet are not allowed along that portion of the frontage that is needed for access.
3. Entryways and steps into a plaza should be at least ten (10) feet wide. The maximum rise on the step is six (6) inches and the minimum tread is twelve (12) inches.
4. All plazas and entryways to plazas shall meet ADA requirements.



SEATING

1. At a minimum there shall be seating for at least one (1) person for each fifty (50) square feet of plaza.
2. Seats shall have a depth of fourteen (14) to sixteen (16) inches for a one-sided seat and thirty (30) to thirty-six (36) inches for a double-sided seat.
3. Thirty percent to fifty percent of seating should be in the form of architectural elements such as ledges, low walls, and steps which are useable (depth of fourteen (14) to sixteen (16) inches and height of sixteen (16) inches to twenty-four (24) inches). Steps and circulation areas shall not count towards seating.

LANDSCAPING

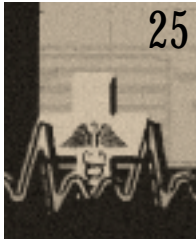
1. Architectural elements such as planters, ledges, and low walls are primary to the landscape.
2. Paving material should create interesting patterns.
3. Use trees to create peripheral areas of more intimate scale.
4. At minimum, twenty (20) percent of the plaza area shall have planted material.

PHOTO 7: Valley Hospital at the intersection of Pinto Lane and Shadow Lane is one of the anchors of the Medical District.



DEVELOPMENT STANDARDS

Development in the LVMD may consist of any use or combination of compatible uses that are approved for the property in the plan or approved by the City Council, after a public hearing and recommendation by the Planning Commission. The developer shall include a listing of the uses proposed in the Development Plan and the general arrangement thereof for each land use category within the proposed UMC area. The listing and general management of the approved land uses are shown in Table 1 which is adopted as part of the LVMD Plan. Development shall comply with the Goals, Policies and Objectives of the adopted plan and with the following General Non-Residential Development Standards listed below in Table 2.



WAIVER

Any requested deviation of the standards listed in Table 2 shall be deemed a Variance and will be processed in accordance with the requirements of Title 19A (the City's Zoning Code) as amended.

TABLE 2

Development Standards For New Construction

	MD-1	MD-2	PO	SC	HD
Minimum Site Area	n/a	1 acre	n/a	n/a	7,000 sq ft
Minimum Lot Width	n/a	100 feet	Existing	100 feet	n/a
Minimum Front Setback*	5 - 15 feet	5 - 15 feet	5 - 15 feet	5 - 15 feet	5 - 15 feet
Minimum Side Setback	10 feet	10 feet	10 feet	10 feet	5 feet
Min. Corner Side Setback	15 feet	15 feet	15 feet	15 feet	15 feet
Minimum Rear Setback	15 feet	15 feet	15 feet	15 feet	15 feet
Maximum Lot Coverage	50%	50%	50%	50%	n/a
Maximum Bldg. Height	(45') 3 stories **	unlimited	(35') 2 stories	n/a	n/a

*Properties along Alta Drive must meet 15 foot setback requirement. In other areas the front setback range of 5 feet to 15 feet is to allow flexibility of design and the creation of a more urban environment. The actual setback distance within this range may be determined by the developers. Where necessary, sight distance setback requirements or other factors may impact building location.

** For Multi-Family Developments, height is restricted by residential adjacency requirements per 19A.08.060

PHOTO 8: Conversion of houses to medical offices continues in Medical District, 2001.



OFF-STREET PARKING

GENERAL STANDARDS

Off-street parking is necessary to accommodate the needs of patients, visitors, employees, and residents of the LVMD. The design of parking lots shall attempt to avoid conflicts between the motorist, emergency vehicles, and the pedestrian while creating a visually attractive area within and around the district.

With the exception of handicap parking spaces, off-street parking facilities, both vehicular and bicycle, shall be provided, at a minimum, in accordance with Title 19A for any new building constructed, for any new establishment, for any addition or enlargement of an existing building or use, and for change in the occupancy of an existing building or the manner in which a use is conducted that would result in additional parking spaces being required. If retail uses are provided as an ancillary use in the first floor of a building, additional parking is not required.

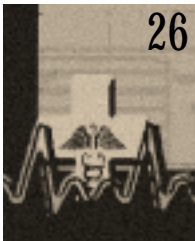
Handicap Parking Requirements

1. Handicapped parking for residential uses shall be provided at the rate of one (1) space for each dwelling unit that is designed for occupancy by the handicapped.
2. Handicapped parking spaces shall be provided for all non-residential uses as shown in Table 3.

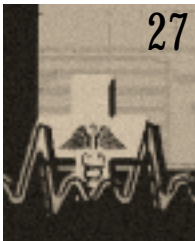
TABLE 3

Handicap Parking Requirements

Number of Required Parking Spaces	Number of Required Handicapped Spaces
1 - 25	1
26 - 50	2
51 - 75	3
76 - 100	4
101 - 150	5
151 - 200	6
201 - 300	7
301 - 400	8
401 - 500	9
501 - 1000	two percent of total required spaces
1001 and over	20 spaces plus one space for each 100 over 1,000



3. Handicapped parking spaces required by these standards shall count toward fulfilling automobile parking requirements.
4. Handicapped parking spaces shall be located within 100 feet of the main entrance of the building.
5. One in every eight handicap spaces, but not less than one, shall be a “van accessible” space.



Bicycle Parking Requirements

Hard-surfaced parking areas shall be provided for bicycle parking spaces. Bicycle spaces shall have racks anchored so that they cannot be easily removed and racks shall be designed so that the wheel and frame of the bicycle can be locked securely to it with a chain, cable, or padlock.

The following land uses within the LVMD shall provide secure parking facilities for bicycles. The requirements are considered minimums for each land use.

TABLE 4

Bicycle Parking Requirements

Land Use	Bicycle Space Requirements
Banks, Savings and Loans, financial institutions	2 spaces
Hospitals	4 spaces
Offices, general (over 100,000 sq. ft. of g.f.a.)	5 spaces
Offices, medical and dental	2 spaces
Restaurants	5 spaces

Design of Parking Areas

For all development, the applicant must meet with the City of Las Vegas Traffic Engineer or his designee to determine appropriate and acceptable parking area design.

Aligning the parking rows parallel to the building increases the potential conflicts between pedestrians and vehicles because pedestrians have to walk through the driving aisles. The parking aisles arranged perpendicular to the building enhances pedestrian safety.

On-Site Loading

On-site loading within the LVMD must be in conformance with Section 19A.10.020 of the City of Las Vegas Zoning Code.

Cooperative Parking

Parking requirements may be met by an alternative means as provided by Title 19A.10.010 H. Parking Alternatives

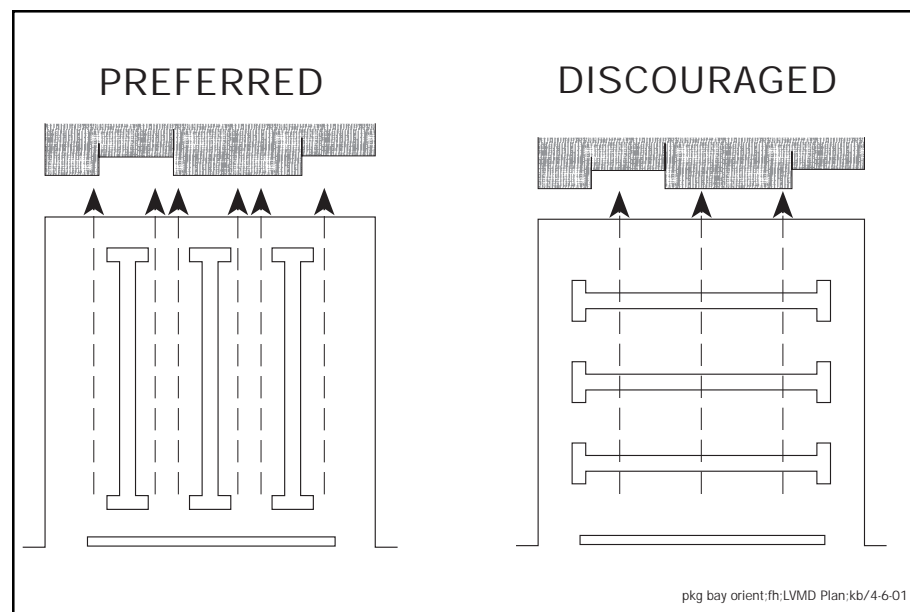
Access

Every structure shall have frontage upon a public street or a permanent means of access to a public street by way of a public or private easement, or recorded reciprocal access agreement.



FIGURE 9

Parking Bay Orientation



ACCESSORY STRUCTURES

Attached and detached accessory structures are permitted, provided such structures are in compliance with all applicable provisions of Title 19A, and with the following additional requirements:

1. Incidental and subordinate to the principal use of the land or building
2. Located on the same lot with the principal use
3. Not a generator of additional auto trips, parking needs, or adverse environmental impacts
4. Not in interference with any on-site parking space
5. Architecturally compatible with the primary building



FENCES AND WALLS

1. Height
 - a. Fences and walls within the front or streetside setback areas shall be no higher than four (4) feet above grade, with the top two (2) feet at least 50% open.
 - b. Fences and walls within all areas other than as described above, shall be no higher than six (6) feet.
 - c. Notwithstanding the above, within the Sight Visibility Restriction Zones of any street intersection, all fences, walls, and plant material shall be no higher than two and one-half ($2\frac{1}{2}$) feet, provided that the City Traffic Engineer or his designee determines that it will not create an obstruction to vision at the street intersection.
2. Setbacks at Right of Way

Fences and walls shall be setback a minimum of five (5) feet from sidewalks within the right-of-way except when the fence or wall is screening a parking area, in which case it shall be setback a minimum of ten (10) feet.
3. Design
 - a. All fences shall be of a masonry or ornamental iron type and decorative materials such as textured block, slump block, or similar materials shall be used.
 - b. Razor wire, barbed wire, plain exposed concrete block, plastic materials, and wood are prohibited. Chain link is permitted only on a temporary basis around areas under construction.
 - c. To accommodate grade change, fences and walls shall step in a uniform manner rather than following the slope of the land.

GRADING

A grading plan approved by the Flood Control Section of the Department of Public Works and a dust permit from the Clark County Health District are required for all grading proposed within the LVMD.

Essential Rights-of-Way and Off-Site Improvements

Uses of land permitted in the LVMD will only be allowed when the permit for any proposed improvement on the land includes provisions for the dedication of all essential rights-of-way for major streets, minor streets, flood control, utilities and other public purposes, and shall also provide for the installation of essential off-site improvements, as directed by the City in the public right-of-way immediately adjacent to the property on which the permitted use is proposed. Essential rights-of-way and off-site improvements shall be defined as those rights-of-way and those improvements required by a proposed reclassification of property, development review, or by the subdivision regulations of the City and shall be constructed in accordance with an approved Streetscape Plan and City Standards and Specifications.

LIGHTING

All private onsite lighting of a site shall provide adequate illumination for safety and security while not projecting adverse glares onto adjacent properties or adjacent streets. All exterior lighting shall be directed away from any neighboring residential properties so there shall be no light spillage onto any residential lot. Lighting standards shall be energy efficient and in scale with the height of the structure. Light fixtures shall be twenty (20) feet high and of the shoebox variety.

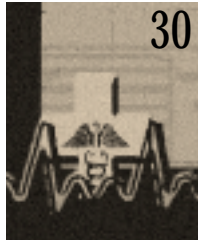


PHOTO 9: A view of landscaping and sidewalk treatments along Shadow Lane.



REFUSE STORAGE/DISPOSAL

1. Each project shall have trash receptacles on the premises as required by Title 9 of the Las Vegas Municipal Code.
2. All trash receptacles shall be of sufficient size and number to accommodate the trash generated.
3. All trash receptacles shall be screened from public view on three sides by a solid decorative wall six (6) feet in height, on the fourth side by a solid gate not less than five (5) feet in height and shall have a roof. The wall, gate, and roof shall be architecturally compatible with the surrounding structures. Design shall comply with the City's franchised waste disposal provider's requirements.



SIDEWALKS

All sidewalks within or adjacent to a public right-of-way in the LVMD are required to be either: a) ten (10) feet in width, with street trees every 30 (thirty) feet on center or b) 6 (six) feet in width with a 4 (four) foot landscape planter between curb sidewalk. Pedestrian walkway easements are required for those portions of the sidewalk located outside of the public street right of way. Encroachment agreements shall be required for all private improvements and landscaping within the public street right-of-way.

STORAGE

Excepting for construction purposes, outside storage shall not be permitted in the LVMD. Service activities are permitted provided such service is screened from adjacent rights-of-way and adjacent properties with a minimum six-foot (6') high wall that is an extension of the building architecture.

CONVERSIONS

1. All residential uses shall be eliminated upon conversion to office use.
2. The installation and maintenance of decorative masonry wall, six (6) feet in height on the property line bordering and adjacent to residential zoning is required for all conversions.

LANDSCAPING

Landscaping standards shall apply to all development in the LVMD.

MINIMUM SITE LANDSCAPING REQUIREMENTS

1. Street trees are required to be placed in the sidewalk along all rights-of-way. To the extent possible, these trees shall be located at the back of curb to create a canopy with the trees located in a landscape area. When this is not possible, they shall be located at the back of sidewalk. When the sidewalk is adjacent to a required landscape area, and it is not possible to place street trees at the back of curb, trees may be arranged within the landscape area in a manner to compensate for the street trees.
2. Landscaping shall be in conformance with the City of Las Vegas Zoning Code, Title 19A, Chapter 12, as amended.
3. All setbacks and non-work areas shall be landscaped except areas proposed for development in another phase; these areas shall be kept in a weed-free condition.
4. A permanent and automatic irrigation system shall be installed consisting of waterlines and sprinklers designed to provide head-to-head coverage and to minimize overspray. If appropriate for the type of landscape material, drip irrigation systems shall be installed.
5. Site landscaping includes any required buffering or parking area landscaping.
6. Properties adjacent to the right-of-way shall be responsible for the installation of landscaping and appropriate irrigation within the Street Tree Area of the public right-of-way as required in the approved Streetscape Plan. This landscaping shall apply to the minimum site landscaping requirements for that site.

Plant Selection and Maintenance

The landscaping materials selected should be tolerant to the Las Vegas climate and the incorporation of drought tolerant species is recommended. For information on acceptable plants see the Las Vegas Valley Water District Desert Demonstration Gardens Guidebook Plan List.

Parking Area Landscaping

Landscaping within a parking area shall be provided in accordance with the City of Las Vegas Zoning Code, Title 19A, Chapter 12 as amended.

When adjacent to a public right-of-way, there are two landscape options available:

- a. a thirty-six (36) inch high decorative masonry wall immediately adjacent to the parking lot and a minimum six-foot (6') wide landscape planter. (See Figure 9)
- b. a ten-foot (10') wide landscape planter with adequate shrubbery to buffer the vehicles. (See Figure 10)



PARKING STRUCTURES

Above-grade parking structures shall be set back a minimum of ten feet in addition to the required setback, except where desirable ground floor uses such as offices, restaurants, retail, and commercial facilities are incorporated into the first floor of the structure facing the street; in such cases the setback is not required. Where required, the ten foot setback shall be landscaped in accordance with the City of Las Vegas Zoning Code, Title 19A, Chapter 12 as amended. Architectural features, embellishments, or decorative screening may also allow relief from this additional setback.

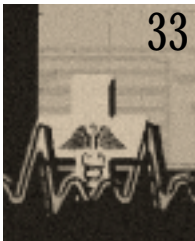


FIGURE 10
Landscape Strip

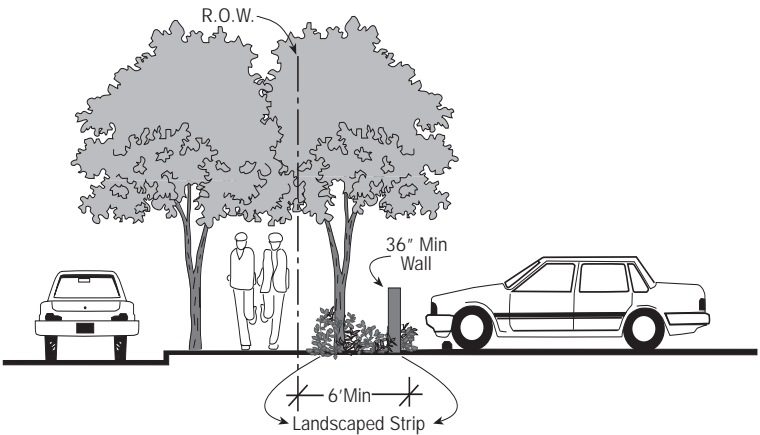
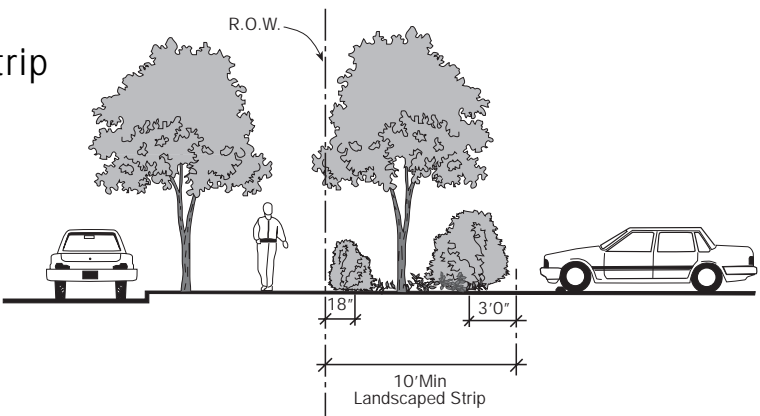


FIGURE 11
Minimum Landscape Strip



SIGNS

With the following exceptions, on-premise signage within the Medical District shall conform to the following standards set forth in Title 19A.14.B (Signs permitted in the P-R, N-S and O Zoning Districts).

BILLBOARDS (Off-Premise Signs)

Billboards are not permitted in the Medical District.

COMMUNITY INTERIOR DIRECTIONAL SIGNS AND OTHER MISCELLANEOUS ON-PREMISE SIGNS

Permitted per Title 19A.14.080

TEMPORARY SIGNS

Permitted per Title 19A.14.070

EXEMPT AND PROHIBITED SIGNS

Permitted per Title 19A.14.120

DEVELOPMENT ENTRY STATEMENT SIGNS

Development entry statement signs are permitted, if approved by the Director of Planning & Development or his designee. Such signs shall comply with and are subject to the following:

- A sign certificate is required. The certificate application must be accompanied by a plot or location plan which clearly depicts the location of the proposed sign; a description, drawing, or picture of the proposed sign, and a description of the means by which it will be secured.
- A maximum of two such signs may be constructed at each entry to the subdivision or apartment development. The developer may have the option of placing one sign on each side of the entry street/drive or one sign in the median, subject to the approval of an encroachment agreement if applicable.
- The location of the sign(s) shall be subject to the approval of the Traffic Engineer or his designee and must be located so as to not create a sight restriction.
- Such signs may be internally illuminated. In addition, "spot lights" may be installed and directed towards the sign.
- Any person aggrieved by the decision of the Director may appeal such decision to the Planning Commission.



BUILDING IDENTIFICATION SIGNS

In addition to a hospital's identification sign, signs that identify specific areas of the hospital are permitted as follows:

- Size is subject to 19A.14.090.B
- These signs may be in addition to the main hospital identification sign.
- These signs may be internally illuminated except when facing residential uses.

In addition to the above signs, additional signs may be permitted in accordance with LVMC 19.91

